



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

August 2010

Picture of the Month



"Fifi the wonder jet" leaving the ramp at Chicago O'Hare. Photo by Arnie Quast.

Editor's Note

This issue of the newsletter features a wonderful article from chapter member and United Airlines Captain, Arnie Quast, about learning to fly the Airbus A320. Many thanks to Arnie for taking the time to share this experience with all of us.

Next month I would like to feature our readers' experiences of EAA AirVenture 2010. Whether you flew-in or drove to Oshkosh, camped, just visited for the day, or volunteered, please send me a quick email about your time there and include any interesting or relevant pictures.

Beth Rehm, PMP
Editor

From a Boeing to a Bus!

By Arnie Quast

This winter I spent a month going through training to fly the Airbus A320 for United Airlines. This was quite an experience for me in that during my twenty-year career with United I have never flown an Airbus. To diehard Boeing pilots like me the Airbus was often deemed "the plane I swore I'd never fly!"

Needless to say as I contemplated moving off the 777 to once again fly narrow body aircraft, United was permanently parking their B-737 fleet. With the passing of the B-737's the Airbus was sitting smack in the middle of my career path. With an

open mind and the willingness to learn something new, I decided to give "the bus" a try.

For those of you unfamiliar with the A320, it is a very common aircraft that is a part of most major air carrier fleets around the world. Manufactured by Airbus Industries in Toulouse, France, the A320 is a medium range passenger aircraft that United operates on domestic flights and also to major cities in Canada, Mexico, and the Caribbean. The A320 can carry about 130 to 150 passengers depending on how it is configured.

Pilots often nick name the Airbus "Fifi the wonder jet" for its

French origin, and the "gee wiz" modern automation that it offers.

Upon arrival at the United Airlines Flight Training Center in Denver, Colorado I immediately met my training partner who I would be working with for the entire month. His name was Hans Liebe, and he was coming to the Airbus first officer seat from the Boeing 767. Hans is a very seasoned pilot who has been with United for 13 years, and had an impressive career in the Air Force for several years prior. Hans had 5 years of experience flying the Airbus earlier

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in his career at United which proved to be very helpful for me. His prior experience on the A320 really helped me understand some of the training more quickly.

Ground School

Our training kicked off immediately, and the “fire hose” of information started to flow. Airline training programs in the United States are fast paced and concentrated in terms of the amount of information presented in a very short time.

During the first week of training we learned the various systems and components of the Airbus. For the most part this training went fairly smoothly, but my learning curve was steep. Many of the systems on the Airbus are very similar in operation to those of the Boeing aircraft I have flown. However, the terminology and acronyms Airbus uses to describe its systems can be overwhelmingly different.

The flight control system was probably the most significantly different system to learn. The Airbus has a fly-by-wire flight control system. This means that there are no mechanical linkages between the flight deck and most of the flight controls. There is one actual cable that runs to the rudder and stabilizer, but that is it!

Furthermore, the flight controls are actuated from the cockpit using a side stick controller instead of the conventional yoke found in Boeing airplanes.

Various computer generated flight control “laws” control and augment pilot inputs from the side stick controller. The flight control laws prevent the pilot from exceeding various envelopes in different phases of flight, such as overspeed, stall protection, bank limitation, and load factor limitations to name a few. The laws are designed to keep the airplane in a constantly safe flight regime.

They are a really good thing, but can work against you if you do not completely understand how to interact with them while flying the aircraft.

Another system I had to learn was the autothrust system for the en-

Airbus A320-232

Height: 39 ft. 10 in.

Length: 123 ft. 3 in.

Wing Span: 111 ft. 10 in.

Max Take-Off Weight: 169,700 lbs

Max Landing Weight: 142,200 lbs

Fuel Capacity: 6,302 gals.

Max Range: 2,500 mi.

Max Altitude: 39,000 ft.

Cruising Speed Mach: .80/529 m.p.h.

gines. The A320 is powered by two IAE V2527 turbofan engines, each rated at 26,500 pounds of thrust. The engines are controlled by two fly-by-wire thrust levers which are also a tad different. During normal flight conditions, these throttles do not move. Thrust is set to various detents and is controlled by making inputs to a Flight Management Guidance Computer (FMGC). These inputs are processed by a fancy device on each engine called a Full Authority Digital Engine Controller (FADEC). The FADEC automatically meters fuel to each engine to regulate thrust output.

The overall ground school was taught by an actual person using PowerPoint slides and an advanced training module called Aerosim. After a week of ground school we took a computer-generated multiple choice test to validate our knowledge



Arnie and his training partner, Hans Liebe, outside the United Airlines Flight Simulator.

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of Airbus systems. I miraculously scored 96 percent!

FBS Training

With ground school behind us we started the next phase of training which involved learning all of the standard operating procedures, checklists, and emergency procedures for the A320. This training took place in a device called a fixed based simulator or "FBS." The FBS is basically a cockpit mockup that does everything a full motion simulator can do except physically move. The FBS is used to train pilots how to operate the aircraft in different phases of ground and flight operations before getting into the full motion simulator.

We also learned how to program and operate the Flight Management Guidance Computer or "FMGC." The FMGC is an onboard computer system that contains a complete navigation and performance database. The FMGC is programmed using a keyboard interface called a Multi Function Control Display Unit or "MCDU." The FMGC proved to be one of the more challenging parts of the training for me. Its programming and interface logic was completely different than that of the Boeing equipment I have flown for so many years. My first officer's prior experience and patience in the use of this computer really diffused a lot of my learning frustration. After working hard for several days in the FBS, we passed a validation check and moved on to train in the full motion simulator.



Capt. Arnie Quast (left) and Capt. Steve Nolen in the cockpit of a United Airlines Airbus A320 during IOE.

Simulator Training

The simulator training encompassed the remainder of our training. This was probably the most exciting phase of training for me in that it was all hands on. For those of you who have never seen or been in an airline simulator, it is hard to believe that you are not in the real airplane once the door is closed. The simulator handles very realistically compared to the actual aircraft. The sound, motion, and visual effects are amazing. In this phase of our training we pulled together all of our prior knowledge while physically learning to fly the A320. We practiced and learned just about every normal, irregular and emergency procedure needed to operate the airplane. A lot of emphasis was placed on engine out operations, and how to fly various types of precision and non precision instrument ap-

proaches.

Toward the end of the simulator training we flew various real time flight scenarios called Line Oriented Flight Training or "LOFT." The LOFT scenarios simulate operating a flight from point A to B. During these LOFT events various problems and emergencies are presented. The goal of the LOFT is to solve or mitigate the irregular situation using good crew resource management to safely get the airplane on the ground. After practicing several LOFT scenarios we took an FAA check ride which was another LOFT scenario, but with a FAA designated examiner evaluating us. Overall our check ride went smoothly, but I still was relieved when it was all finished. The end result was a type rating on the A320!

Initial Operating Experience

After a three day break from the training center I started flying in the

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actual airplane on what is known as Initial Operating Experience or "IOE." IOE takes place on regular revenue flights. During this time a flight instructor known as a Line Check Airman or "LCA" flew with me for about a week to get me comfortable with the airplane. My LCA, a friend by the name of Steve Nolen, gave me additional instruction on things I needed to know to operate the A320 in everyday line operations. At the end of two trips Steve gave me the "OK to solo" on my own.

After five months of flying the Airbus I am really enjoying the airplane, and having lots of fun. It is a different character, but very likable. The cockpit is quiet and comfortable.

The destinations served along with the durations of the flights vary widely. Some of the flight legs are only 45 minutes and into small cities, while some legs are transcontinental flights serving larger cities on both coasts.

Despite all of its technology and autoflight capability, the "magic" can be turned off and the A320 can be flown manually like any other aircraft. All things considered the A320 is not all too bad for the airplane "I swore I'd never fly!"

Of interesting note there are also a few other Airbus pilots here at Galt. Bob Hart and Jean Forni also fly the A320 for United, and Howie Stock flies the A320 for US Airways.

ANNOUNCEMENTS**Airport News**

New "Galt Gear" is now available for sale at the FBO. There are men's and women's shirts, baseball hats, coffee mugs, and car decals. We're also happy to make custom orders for anyone who has something special in mind they would like for themselves or someone else for a gift.

We have made space for the Galt Airport tenant fuel price on the back page of the newsletter. Updates to the cost of Avgas will be posted there.

Licenses & Ratings

Congratulations to Galt Flight School Student Mike Evans who soloed for the first time in the Piper Warrior.

New EAA 932 Members

No new members this month.

FAA News

Earlier this year, the FAA stopped mailing paper copies of Airworthiness Directives (ADs) and Special Airworthiness Information Bulletins (SAIBs) to aircraft owners and maintenance providers. They now provide this information through a new e-mail service called GovDelivery. Aircraft owners and other interested parties must sign up to receive the e-mail notifications through this free subscription service. To register go to <http://rgl.faa.gov> (note: there is no "www"). Paper copies of Emergency ADs will continued to be mailed for the foreseeable future.

Hightower to Lead EAA

By Beth Rehm, PMP

In the AirVenture 2010 opening day press conference on July 26, the EAA announced the appointment of a new president.

Effective September 7, Rod Hightower will become the third president in the history of the organization when he takes over the reigns from Tom Poberezny, who has served as EAA president since 1989.

Poberezny will continue to serve the organization in the role of EAA chairman and will remain as chairman of the annual EAA AirVenture fly-in.

I was extremely fortunate to have an opportunity to meet with Hightower and was surprised to learn

that at one time he lived in Algonquin and still maintains a hangar at Poplar Grove. He had heard of Galt, but has never actually visited our little airport.

But that may change soon. To a group of chapter leaders, Hightower stressed the importance of EAA chapters, calling them the "fundamental cornerstone of the EAA" with a huge role to play not just in the EAA, but aviation as a whole. He pledged to visit each of the 900 or so chapters in the United States... eventually. That is a lot of chapters so it will take him a while, but it wouldn't hurt to spruce up the Chapter 932 hangar just in case!

Look Out For The Fuel Gauge!

By Beth Rehm, PMP

Climbing into the front seat of a Pietenpol Air Camper is an art that few people have an opportunity to attempt, and even fewer can master.

To begin with, a person who might be described as “of a larger build” is unlikely to be invited to fly in a Pietenpol in the first place. Both seats have a severely limited capacity for carrying aviators and you won’t find any XXL Pietenpol pilots either.

If your stature meets the initial criteria for access to the passenger seat, you also will need many years of yoga classes, 20 minutes of extremely detailed instructions and a practical demonstration before you are ready to attempt this complex maneuver.



Pietenpol owner Warren Bordelon demonstrates step two for entering the front seat. Photo by Eric Rehm.

All this is necessary because the passenger seat is rather awkwardly located directly under the wing and between the two outer diagonal struts. I don’t know what Bernard Pietenpol was thinking, but I would

have to assume that either he only consorted with small people or he originally created this area as a convenient place to store a packed lunch.

The first challenge is to clamber over the trailing edge struts and wires without damaging anything valuable (on the airplane of course, no one will care if you break a nail). Next you must place your right foot firmly on the step or the tire and grab hold of something solid on the fuselage or an upper strut.

Then comes the really tricky part; you must pull yourself up and through the extremely narrow space between the fuselage and the wing and all the way out of the other side of the airplane. This must be done without hitting your head on the wing, and at all costs avoiding the fuel gauge that sticks very inconveniently out of the bottom of the wing (because that is where the fuel tank is situated).

At this point, the top half of your body is leaning precariously out of the left side of the airplane and your legs remain dangling over the right side. As uncomfortable as this feels, do not feel tempted to pull your legs



Proud Pietenpol owner Warren Bordelon with his Air Camper NSDX at Brodhead Airport in Wisconsin. Picture by Beth Rehm.

inside too quickly. With a firm hold on the vertical strut and, once again you will need to watch out for that awkwardly positioned fuel gauge, carefully lift your left leg and insert it into the cockpit.

While placing your foot on the floor, you will need to watch out for the control stick, linkage cables, other delicate inner workings of the airplane, and preferably do not punch a hole through the fabric skin of the fuselage with your foot.



This particular Pietenpol Air Camper has a small fold-out door, which was not part of the original design. Photographed by Beth Rehm.

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Your newsletter editor, successfully inserted into the front seat of the Air Camper. Photographed by Eric Rehm.

You are almost there, just one last reminder to avoid knocking your head into that annoying fuel gauge and you can finally pull your right leg inside. You are now ready to gently lower your posterior onto the seat.

You will need the generous assistance of two expert handlers to accomplish this task, but I am sure that after many years of practice, you could probably make do with just one.

Extrication from the Pietenpol passenger seat is equally difficult and ungraceful but instructions for that procedure will have to be published at a later date.

Many thanks to Pietenpol Air Camper owner, Warren Bordelon, for lending his expertise and unending patience in providing the detailed instructions used in this article.

This unique and very educational experience took place at the 35th Annual Pietenpol Reunion hosted by EAA Chapter 431 in Brodhead, Wisconsin on Saturday, July 24th.

Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, Galt Airport.

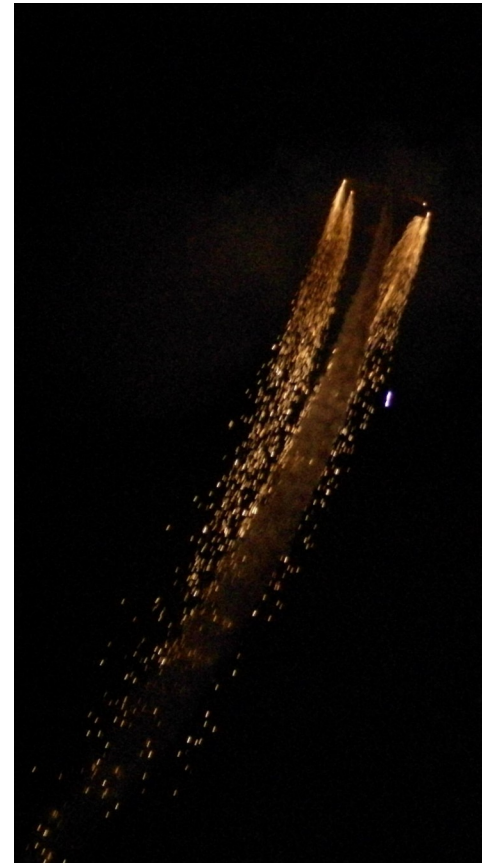
This month's Brainteaser is another photographic puzzle. However (and this is the only clue we can give you) this picture was not taken in Brian's maintenance shop at Galt Airport.

Take a close look at the photograph on the right and see if you can identify exactly what it is, where it was spotted and when the photograph was taken.

If you think you can identify the mystery object (or objects), include as much detail as possible in your response and the most detailed and accurate answer will be selected as this month's winner. Good luck!

Please submit your answer via email to Brian Spiro at maintenance@onezerocharlie.com before 8/27/2010. The August puzzle winner will receive a much coveted Galt Airport baseball cap.

Here are the answers to last month's brainteaser: You may remember in the July issue of Galt Traf-



fic, Brian had come across some very strange tools while he was cleaning up the shop and he needed your help to identify what they were.

The tools in the picture were, from top to bottom;

- a front crankshaft seal installer
- a cylinder base nut wrench
- a cable tension meter

Congratulations to Bill Miles who identified two out of the three tools and is the lucky winner of a free Galt Airport T-shirt.

Prizes can be collected from the FBO at Galt Airport.

EAA Young Eagles Updates

July 10th Rally

The weather was perfect and we were delighted to have a great turn out for this event; altogether we flew 29 Young Eagles.

Thanks to the eight pilots; Walt Weidig, Parth Srinivasa, Jeff Hill Sr., Jeff Hill Jr., Scott Feeman, Brian Spiro, Tom Hoppe and Dave Spitzbart.

Eric Rehm gave the pilot briefing, Bill Marinangel directed traffic on the ramp and Dean Marcott printed out the certificates. Greg Domski and Mark Orthick cooked up the hot dogs.

Justin Cleland was the 'official' photographer and during this event we tried something new to raise money for our Young Eagles program. Brian Spiro and Justin Cleland came up with the idea to download the photos Justin was taking into a computer and display them on a flat



Young Eagles Joseph, Katelyn and Eric pose beside the Piper PA28R with pilot Parth Srinivasa. Photograph by Justin Cleland.

screen TV in the chapter hangar. For a small donation Brian emailed photos to Young Eagles and their parents and raised \$33 for the chapter.

Thanks to everyone who helped

to make this a fun, safe and successful Young Eagles rally.

You can view the photos from the July 10th rally on our Facebook page for [Galt Airport Young Eagles](#).

Generous Gifts Benefit YE Sim Project

By Beth Rehm, PMP

Maxx Products owner, Jarvis Yeh, recently donated a computer and flat screen monitor to EAA Chapter 932 to be used for our ongoing flight simulator project.

We also received flight simulation software and a joystick courtesy of chapter member Dave Spitzbart. We extend our sincere thanks to both Jarvis and Dave for their generosity to the chapter.

Chapter members Greg Domski, Ron Twinn, and Pam Hack have been working on the project over the past several months.



Next steps for the project are to install the computer equipment, build a horizontal stabilizer, install switches and rudder pedals and repaint the airframe.

Dean Marcott is also going to build an interface kit that will allow us to interface switches, rudder pedals, etc. with the simulation software. Eventually the wings and tail components will be refitted to the fuselage.

When the project is finished, the simulator will resemble a bi-plane and will be used at Young Eagles rallies and other Galt Airport events to educate and entertain the children.

Maxx Products is a resource for RC hobby products, parts and accessories and is based in Lake Zurich, IL. For more information, you can visit their web site, www.maxxprod.com.

2010 Galt Airport/EAA 932 Calendar of Events

August 14	EAA Chapter meeting 10:00 a.m. EAA Young Eagles Rally — Contact Pamela Hack for details.
August 21	FOG Flour Drop Competition (see information on next page)
September 11	EAA Chapter meeting 10:00 a.m. EAA Young Eagles Rally
September 25	FOG Galtemberfest/EAA Chillifest
October 9	EAA Chapter meeting 10:00 a.m. EAA Young Eagles Rally
October 30	Halloween Party
November 13	EAA Chapter meeting 10:00 a.m.
December 11	EAA Chapter meeting 10:00 a.m.

See the EAA 932 Web Site at <http://www.eaa932.org> for a complete list of events for Galt Airport and EAA 932. The web site will always have the most current event information.

Other Local Aviation Events

August 8	EAA Chapter 101 Young Eagles Rally, Schaumburg, IL (06C)
August 14	EAA Chapter 241 Young Eagles Rally, DeKalb, IL (DKB)
August 14	EAA Chapter 790 Young Eagles Rally, Sky Soaring, Hampshire, IL (55LL)
August 22	EAA Chapter 22 Fly-in/Drive-in Pancake Breakfast, Cottonwood, IL (1C8)
August 28	Chicagoland Air Derby, DeKalb (DKB)
August 29	Annual Fly-in Breakfast/Lunch, Burlington, WI (BUU)
August 29	EAA Chapter 579 Young Eagles Rally, Sugar Grove, IL (ARR)

Find details of the above events and other events at <http://www.eaa.org/calendar/default.aspx>.

FOG Luau the Most Successful Yet

By Justin Cleland

Thank you to everyone for making this year's Friends of Galt Luau the most successful ever. We had just over one hundred guests stop by for the food, entertainment, fun and games.

all the volunteers who gave their time and effort to put on this year's event; Dan and Nancy Johnson for cooking the pork, Emily and Esther Medina for setting up, and Greg Amato for all your help, it couldn't have happened without you.

to master chef, Carolina Schottland, who pulled off another incredible spread of traditional Hawaiian food that was nothing short of amazing.

We can't thank you enough for all your hard work in organizing, preparing, and pulling off the best Luau yet.

I would especially like to thank

Finally, our deepest appreciation

yet.

BOMBS AWAY!



GALT AIRPORT FLOUR DROP AUGUST 21ST, 2010

From 10 am to 5 pm. Trophies for first, second and third place and additional prize categories. Chain O Lakes Eagles model airplane demonstrations and model airplane flour drop competition. Live music. Food available on site. For more information contact Justin Cleland at fbo@onezerocharlie.net or (815) 648-2433.

Competition Rules:

1. To enter the competition you must have a pilot, a bombardier and an aircraft that will safely allow for objects to be released from the airplane during flight*.
2. Open cockpit and slide-back canopies work best, but any aircraft that has windows that can be opened safely in flight are also permitted to participate.
3. There will be a \$10 registration fee, which includes three flour bombs and allows a maximum of three bomb runs over the target.
4. Points will be assessed cumulatively after all three bombs have been dropped. In the case of a tie, there will be a one bomb "bomb-off" and the bomb closest to the target will win.
5. Time permitting, each pilot and/or bombardier may enter multiple times.
6. Minimum bomb run altitude is 300 feet AGL.
7. Pilots must attend the competition safety briefing or meet with the safety officer prior to participating.
8. Pilots must operate their aircraft in accordance with the rules of the competition and the direction of the safety officer.
9. Any aircraft deemed to be operating unsafely will be disqualified.

*Galt Airport will not provide airplanes or pilots for hire for the competition.

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Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood
IL 60097

Airport Business Hours

8:00 a.m. to 7:00 p.m.
Monday through Sunday



AVGAS

Galt Tenant Price

\$4.14
(includes tax)

Airport Manager: Justin Cleland

Director of Aircraft Maintenance: Brian Spiro

Accountant: Jenee Springinsguth

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